

A circular ink stamp from the U.S. Supreme Court. The outer ring contains the text "U.S. SUPREME COURT" at the top and "WASHINGTON, D.C." at the bottom. The center features a date stamp "17 JUN 5" and a faint, circular emblem in the background.


PRICE, \$2 PER MONTH

Shinning

Shipping.

Steamers.

STEAM TO STRAITS AND BOMBAY.
(Calling at COLOMBO if sufficient
inducement offered.)


The P. & O. S. N. Co.'s
Steamship
Nizam.
Capt. J. F. JERRISON, will
leave for the above places on FRIDAY, the
2nd Instant, at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hong Kong, June 14, 1890. 1088

SHIRE LINE OF STEAMERS.

**FOR HAVRE, LONDON, HAMBURG
AND ANTWERP.**

The Steamship
Pembroke-shire,
Capt. DINGESTER, will be
despatched as above on
or about the 25th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 12, 1890. 1072


Hongkong, June 12, 1890. 1073

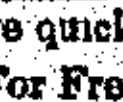
Sailing Vessels

FOR NEW YORK.

The 3/3 L.11. British Ship
Charles S. Whitney
Schoon, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, May 30, 1890. 1074

FOR NEW YORK.
The *3/3 L.1.1. American Ship*
Londoner.
 **LAFIN, Master,** will load here
or the above Port, and will
have quick despatch.
For Freight, apply to—
RUSSELL & CO.
Hongkong, June 9, 1890. 1050

FOR NEW YORK
The *3/3 L.1.1. American Ship*
Paramita.
 **Captain PERCOT,** will load here

and for the above Port, and will
 have quick despatch.
 For Freight, apply to
 SIEMSEN & Co.
 Hongkong, June 2, 1890. 1008

Notices to Consignees.
SHIRE LINE OF STEAMERS.
 NOTICE TO CONSIGNEES
 H. B. *Despatch* from *Swansea*
 HAMBURG, AMSTERDAM, LONDON,
 PENANG AND SINGAPORE.
 CONSIGNEES of Cargo are hereby in-
 formed that all Goods are being landed
 at their risk into the Odovens of the *Kow-*

LOON WHARF & GODOWA, &c., as KOWLOON
 WHARF and/or from the Wharfe delivery
 may be obtained.
 Additional Cargo will be forwarded on
 next notice to the contrary be given before
 Noon To-day.
 No Claims will be admitted after the
 Goods have left the Godown, and all
 Goods remaining undelivered after the 21st
 Instant will be subject to rent.
 All Claims against the Steamer must be
 presented to the Underigned on or before
 the 21st Instant, or they will not be re-
 cognized.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
 ADAMSON, BELL & Co.,
 Agents.

Hongkong, June 14, 1890. 1089

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

**FROM CALCUTTA, PENANG AND
SINGAPORE.**

THE Company's Steamship Wingung
having arrived from the above Ports,
Consignees of Cargo by her are hereby in-
formed that their Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon WHARF and GODOWN
Co., Ltd., at West Point, whence delivery
may be obtained.

Cargo remaining undelivered after the
first instance will be subject to rant.

No Fire Insurance has been effected.

Consignees are requested to present all
Claims for damage and/or shortland as
early as possible, and not later than the 26th instant, otherwise they
will not be recognized.

Bills of Lading will be countermanded by

**JARDINE, MATHESON & Co.,
General Managers.**

Hongkong, June 14, 1890. 1092

THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.

FROM MIDDLESBRO', LIVERPOOL
AND SINGAPORE.

THE Company's S.S. *Amfisa* having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed at their risk
in the Godowns of the HONGKONG AND
KOWLOON FREE AND GENERAL COMPANY,
LIMITED, Kowloon, whence delivery may
be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Owners of
the Goods before Noon on the 18th
instant, or they will not be recognised.

No broken, chafed, and damaged Goods
will be taken in the Godowns, where they
will be examined on the 18th inst. at noon.

No Fire Insurance has been effected, and
the Goods remaining in the Godowns after
the 18th instant will be subject to risk.

Optional Cargo will be forwarded unless
notice to the contrary be given before
10 A.M. TO-DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Sole Agents.

Hongkong, June 11, 1892.

TOTAL LOSS OF THE YANGTZE.

Measurments at the Yangtze. The German steamer Yangtze is a total loss. She came to grief off Hsienan Island, a little to the South of Ningbo. The Captain, crew and passengers, were all saved, and the cargo, part of which was opium and treasure. The cargo was partly from Canton and part from Tientsin.

WITHDRAWAL OF THE COTTON YARN IMPOST.

News has been received from Canton by wire, to the effect that H. E. Li Han Chang has reconsidered his determination as to the imposition of the extra tax on Cotton and Cotton Yarn. Wise counsels have prevailed with the Viceroy, and His Excellency has decided to forego this levy, which would have almost put an end to a sound branch of trade. As was soon by the protests and appeal made by the native home (which appeared in our issue of the 12th inst.), this transaction is to say, the distribution of these products throughout the Southern provinces—is in the hands of the native merchants, and the vigour of the protest put forward by these Chinese traders may possibly have thrown a light upon the question, and demonstrated to the Viceroy the harm which the new impost was bound to do to his own nationals. So far as we can understand—and the protest referred to corroborates the supposition—the new Viceroy is being misled by unwise advisers upon the subject of raising money, and it is to be hoped that the failure of the last two attempts to tax the wrong articles may serve to open his eyes to the folly of those who have advised him to his hurt. His wise men should now show him how money may be best raised without doing damage to legitimate branches of trade.

A DISORDERLY HOUSE IN WYNDHAM STREET.

A woman named Pearl Cleveland was summoned before Mr. Woodhouse in the Police Court to-day, charged at the instance of John Wylie, Inspector of Nuisances, with keeping a disorderly house. The complainant said he lived next door to the defendant, at No. 12, Wyndham Street. The defendant was constantly creating a noise by singing and shouting from 11 p.m. till 4 a.m. This went on almost every night, and he wanted the defendant to stop making herself a nuisance to her neighbours. The defendant was a woman living in the house with her daughter, and they were constantly visited by men. There was a backstairs down from the house to the kitchen, and complainant had seen the defendant there going about naked and behaving in a very improper manner. Inspector Perry, residing at the Central Police Station, said he was awakened at 1.45 a.m. on the 12th inst. by the noise of people shouting and singing in the defendant's house. The defendant said she had some music in the house on the 12th, as it was her birthday, and it was kept up rather late, but if she had known that it was annoying anybody she would have stopped it. It would not occur again.

His Worship asked the complainant if he had told the defendant of the annoyance she was causing. The complainant said he did not think there would be any use in doing that, after having seen her drive a Chinese constable out of the back yard with a carving knife. This happened on the 2nd of this month. The constable called out to the defendant to be quiet, and she came out with a carving knife in her hand.

The defendant said she would like to see the man. She would take oath that it never occurred. His Worship said, "Well, you must stop this kind of thing."

The defendant said that if the complainant had told her to stop it she would have done so. She said it was not true that he had seen her going about naked. He was wearing a dress without sleeves on account of the hot weather. The complainant said the defendant had nothing at all on. She was perfectly naked.

THE MARINA EMBELLISHMENT.

Before Mr. Woodhouse in the Police Court to-day, Gabriel Jorge, 23, clerk, was charged on command with embellishing about \$1,000, the property of the Hongkong Marine, Limited, on the 9th inst. Mr. Woodhouse appeared on behalf of the defendant. J. M. Andrews, recalled, said—The bank slips. Some of the bank slips do not appear. There are no bank slips for \$1,000, \$500, \$250, but there is a slip for \$1,000, but not the same as the counterfoil. There is a difference of \$100. The counterfoil is for \$250 the slip \$150. That means that \$250 was paid in. The initials on the counterfoil are forgeries of mine. The initials on the slip J. A. mean John Andrews, a sub-accountant of the Bank. Mr. Andrews could not have seen the counterfoil or he would not have initiated the slip. There are slips for \$1,000, \$500, \$250, but I have not looked them up yet, not knowing they would be wanted.

Cross-examined—I cannot say that there were no slips, but according to the latest they are, and it is not the invariable custom to see the counterfoil if money had been taken to the bank. I cannot say that if the money was taken by some one at the bank that they would give the initials of J. A. and destroy the slip. There is no specially in charge of the slips. I do not think any of the slips can have become mislaid.

John A. Barretto, recalled, said—The slip marked A is in the handwriting of the defendant, viz. the date, figures, and the thing giving the amount. None of it is in my handwriting, but the writing of Hongkong Marine, Limited, of the prisoner. I cannot say who wrote it. The counterfoil A is in the handwriting of the prisoner. The amount \$250 for A would be entered in the pass-book. I saw the pass-book about May last. The prisoner always went to the bank with the pass-book. When I used to look for the pass-book, the prisoner used to come back with the answer that it was not written up by the bank yet. I generally see the book every ten days. The last day I saw the book written up was some time in April, about the beginning of April or the latter end of March, but the book was brought to me about the middle of May, but it was not written up. From that time I could not get it. I always sent the prisoner to the bank for it, but it always returned with some excuse.

At the middle of May he produced it as if from the bank. It was only written up to the beginning of April and the prisoner said the bank people had not had time to write it up. I then gave it to him to return to the bank. Since then I have not seen it and do not know where it is now. I have sent to the Bank for it and written to it occasionally. I may have sent it to the bank, but I am not sure. I am not sure if I wrote to the Bank by the prisoner. On one occasion the answer I got was that the book was not there. When I sent the prisoner to make inquiries he said it had been mislaid by the Bank officials whilst they were removing.

Mr. Woodhouse, to his Worship—I would like you to take note of my objection to all that the witness has said about conversation, as it is not evidence in support of the charge. Examined by Mr. Woodhouse—I remember the prisoner being in Macao. He may have been there on the date mentioned in the counterfoil.

His Worship—The prisoner is committed for trial.

THE FUNJOM AND SUNGHIE DUA SAMANTAN MINING CO. LIMITED.

The fourth ordinary half-yearly meeting of shareholders of this company was held to-day. Mr. E. L. Woodin (in the absence of Mr. W. G. Brodie) presided, and there were also present: Messrs D. Gillicie, T. E. Davies, W. H. Ray, W. Wotton, F. Dodwell (directors); J. F. C. da Roza, A. Cohen, Mr. M. de Souza, Mr. Fraser Smith, G. Holmes, H. Sampson, J. D. Gimes, R. Lyall, R. C. Wilcox, F. Dyer, J. H. Cox, G. Fenwick, F. Rapp, B. G. James, E. George, W. Legge, S. A. Joseph, A. F. Soares, E. Robinson, H. Hohnke, G. D. Scott, H. Scott, A. Fukea, J. Samuel, &c.

The Chairman said—Gentlemen, the report and accounts have been several days in your hands, and with your permission we will take them up as far as possible. I beg to make a few observations on the past and present working of the Company. Anyone who knows something of mining will see why there has been a large amount of money expended on developments. Shale has been found, and the prospect and exploration have been pushed on with considerable energy to test the value of certain quartz reefs which have been discovered in various outlying parts of the property, but I regret that except at one or two points the results have not been so encouraging, although at times indications of finding rich gold-bearing leaders were promising. The accounts show that for the six months ending 30th September 1889 we have expended on Machinery Plant, Buildings, &c., Roads, &c. 8,750.54; Exploration, &c. 2,678.79; Mining, &c. 9,783.89; Tin Concession, &c. 11,655.62; Surveying Expenses, &c. 1,315.49. Total 33,304.05.

At the Jalis Mine, where the chief work has been concentrated during the past 18 months, the shaft has been sunk 110 feet and numerous levels driven, the underground work at this point totalling 1,222 feet. At the 110 feet level veins of rich gold-bearing quartz have been discovered, and the results of the recent tests state that a further improvement has taken place on the appearance of this working, the leaders having become wider and richer, and although this mine passes into new hands it is satisfactory to know that any good results obtained in the future may prove to be the main lode, has been traced in the direction of our other workings outside the New Company's boundary. The Tang Keng Mine, another working of importance, a short distance from the Jalis mine, has been traced to the New Company when further developed. During the past few months a considerable amount of ground has been opened up at Kalompong, where a shaft has been sunk to the depth of 20 feet, and levels and cross cuts made to the extent of 200 feet. The main level runs 300 feet into the Hill at about 120 feet from the summit. At this working there is a cross cut of over 200 feet passing through a large pocket of quartz averaging over 1 oz. of gold to the ton; driving here is being continued to prove the extent of the deposit. Selangue, another mine and our most important point now that Jalis and Tang Keng have been sunk. The lode here is apparently a continuation of the Jalis Black shale lode, but the gold-bearing veins have not proved to be continuous. Indications are, however, decidedly encouraging to extend the work at this place, and it is proposed to continue sinking the shaft, already down 45 feet, to 300 feet, at which depth the probability is that the lode will be found solid and undisturbed. As a continuation of the work, we have thought therefore desirable that we should proceed to deep sinking as soon as possible. At other places on the concession a considerable amount of prospecting has been done with fairly encouraging indications. As regards the tin-bearing ground, we have been discovered, a fair profit will no doubt be shortly realised from this undertaking, and in time, reoup our past heavy expenditure on this account. You will see from the report that the Manager has already 150 pounds of tin ore valued at £200. The Chairman said—he is confident that his expectations of a regular and increased output of tin will be realised. As we have reason to believe that tin lodes exist on the DUA CONcession, arrangements have been made for prospecting for deposits of this nature, and it is suggested to your Directors that we should undertake a complete survey of the whole of your property with the view of obtaining

a thorough knowledge of the value and resources of the land. Your Directors have frequently discussed the topographical features of the two concessions, but the magnitude and cost of such an undertaking deterred them from seriously entertaining such a scheme, however desirable and necessary it may be for our own safety and security, and I may mention that it has taken 13 months to define the boundary line only of our 200 square miles of land at a cost of about \$10,000. Some work of the nature suggested has already been undertaken by Messrs Brown, Yonch and Leong, who are now carrying out the work in places where it was difficult to penetrate. The Directors have considered that it would be more desirable to ascertain, at less cost, the value of the property at various points, and to their sale and let the purchaser do the rest of the surveying. With regard to the extension of the leases referred to in the report our original leases from the Sultan contained the clause that all ground not worked within a period of five years should be resumed by the Sultan, and the 5 years' question expired last April. For some time past we have been in communication with the British Resident at Palang and the Straits Government touching this important matter with a view of obtaining a further extension of the 5 years' question. At first we were unable to get Government to accede to our request, but after some delay and further correspondence the Government consented to grant us an extension of 3 years. Your Directors however considered that the 5 years' question was fair to claim the same number of years stated in the original leases, and Mr. Brodie being then on the visit to the mines was authorised to negotiate with both the Palang and Straits Governments and endeavour to obtain the further 2 years, and which I have now to inform you that his forcible representations have been so far successful that we have been granted the full 5 years extension, but however with a certain condition attached to which I have already referred at the private meeting. All the information we possess relating to the 20 square miles of Punjom has been given you at the private meeting to-day, and there is no occasion to say much more on the subject here. The documents necessary to effect the transfer are now in Singapore, and Mr. Brodie will reach here in a few days, and we will then reach us saying that everything has been satisfactorily concluded. Reference is made in the report to Mr. Brodie's appointment as Managing Director, and his duties will be to carry out the work in a most useful and valuable manner, regarding the work being carried on at the mines, and the following particulars from his report, dated 9th May from Punjom, may interest you as they have been given to me by Mr. Brodie, and I will read them to you. On the morning after my arrival I went down the Jalis mine, our central and principal working. There has been a large amount of work done here on the 50 feet level, much time and money having been expended without any result. Now however we have already driven about 15 feet level which is as low as we can go with our present pumps, and we have I am glad to say a very encouraging face in our East level. We have here leaders of old-bearing quartz, one about 4 inches wide and one about 1 inch wide. The lode, through which we have already driven about 15 feet level, is estimated to be about 250 feet wide of the same black shale as found at Raub. Rich specimens are got daily from these leaders, and if they widen out in depth as every one seems to think they will, we have already got a very good prospect. In any case, our indications here are most encouraging, and the new Company might at once be put in position to take up the work at once. In the 12-inch pump now lying at Palang, and get down as quickly as possible to strike the lode at 300 feet, where in all probability we shall find a very good lode, and the quartz in such thickness as to give good profitable results. I have been through the workings at Selangue, the outcrop is N.E. of and about half a mile distant from Jalis, and is apparently in continuation of the main black lode. We have here a good prospect, and I am glad to commend the purchase of a 12-inch pump and a Robery engine for the purpose. It would be a great mistake to spend time and money in trying to find workable rock near the surface as we have done at Jalis. Our shaft is already down 45 feet, and the pump is now being put in. I am glad to see the New Company put in 12-inch pumps at Punjom. I should advise you to have them placed at once at Selangue, which is our most important point now that Jalis and Tangkeng are sunk. The mine is very good, and I am glad to see the more distant outcrops. They are however very important, proving as they do the existence of strong and extensive lodes northwards to the full extent of our concession. If we can only once establish the character of the surface deposits and are able to prove any portions of them to be capable of yielding payable gold quartz in quantity, there is room enough within our 80 miles for 100 companies. 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Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MADEIRA, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 19th June,
1890, at Noon, the Company's S.S.
"RAOUADDY," Commanded by Captain
J. M. L. PASSENIERS, ST. PAUL,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m., on
the 18th June, 1890. (Parcels are to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, June 6, 1890. 1034

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CHINA"
will be despatched for San Francisco,
via Yokohama, on THURSDAY, the 26th
June, at 1 p.m., taking Passengers and
Freight for Japan, the United States, and
Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, and other
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 375.75
available for 6 months ...

To Liverpool ... 325.00
To London ... 330.00
To other European ports at proportionate
rates.

Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Customs, to be obtained on
application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
turning at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full, value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50, Queen's Road Central.

O. D. HARMAN,

Agent.

Hongkong, June 3, 1890. 1015

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

The Company's Steamships will call
at SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 2nd day of July,
1890, at 10 a.m., the Company's
Steamship "BRAUNSCHWEIG," Capt.
M. K. M. PASSENIERS, ST. PAUL,
and CARGO, will leave this Port for the
above places.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m., on the 1st July. (Parcels are to
be sent on board; they must be left at
the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid accommodation
and carries a Doctor and Stewardess.
For further particulars, apply to
MELOHRS & Co.,
Agents.

Hongkong, June 9, 1890. 1042

Insurances.

QUEEN FIRE INSURANCE CO.

PANY.

THE Underwritten Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,

Agents.

Hongkong, July 15, 1890. 1340

Intimations.

THE HONGKONG
LAND INVESTMENT AND
AGENCY COMPANY,
LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000
PAID-UP CAPITAL, 2,500,000
RESERVE FUND, 1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman,
Hon. C. P. CHATER, Vice-Chairman,
S. C. MICHAELSEN, Esq.,
J. S. MOSES, Esq.,
G. E. NOBLE, Esq.,
POON POON, Esq.,
D. R. SASSOUN, Esq.

Managing Directors:
LEE SING, Esq.,
S. C. MICHAELSEN, Esq.,
J. S. MOSES, Esq.,
G. E. NOBLE, Esq.,
POON POON, Esq.,
D. R. SASSOUN, Esq.

Bankers:
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,
ON LAND OR BUILDINGS;
PROPERTIES
PURCHASED AND SOLD.

Estates managed, and all kinds of Agency
and Commission Business relating
to Land, &c., conducted.

Full Particulars can be obtained at the
Company's Offices, No. 5, Queen's Road
Central.

A SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1890. 344

NOTICE.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are
respectfully informed that, if upon
their arrival in this Harbour, NONE of
the Company's FOREMEN should be at
Hand, Orders for REPAIRS if sent to the
Head Office, No. 14, Praya Central, will
receive prompt attention.

In the Event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1455

DENTISTS.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY LICENSED APRENTICE AND LAT-
TERLY ASSISTANT TO DR. ROGERS.)
At the urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE (formerly oc-
cupied by Dr. ROGERS)

NOW HAS
REMOVED
TO
18, D'ARCAVILLE STREET,
behind HONGKONG CLUB.

CONSULTATION FREE.
HONGKONG, January 18, 1890. 122

WINDSOR HOUSE.

HONGKONG,
No. 8, QUEEN'S ROAD CENTRAL.
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This Establishment is situated in a most
central position, opposite the Telegraph
Office and two doors from the Chartered
Bank. It offers FIRST-CLASS ACCOMMODA-
TION TO RESIDENTS AND TRAVELLERS, has
a Spacious Dining Room, and a large
number of well furnished Bed Rooms
with all comforts. A Grand Table kept.
TABLE D'HOTE:—Breakfast, 8.30 a.m.;
Dinner, 1 p.m.; Dinner, 7.30 p.m.
BOARD by the Month, Day, or Single
Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE
MEALS IN GENTLEMEN'S QUARTERS.
CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM,
Proprietress.

Hongkong, August 30, 1889. 1682

MISSION ET RANGERS.

TRANSLATED BY
E. H. PARKER, Esq.,
H.B.M.'s Consular Service.

To be had at Messrs. LANE, Crawford
& Co., Messrs. KELLY & WAUGH, and
Messrs. W. BROWNE & Co.
August 14, 1889. 1638

NOW READY.

VOLUNTEERS AND THE DEFENCE

OF HONGKONG.

A SKETCH.
PRICE, ... FIFTY CENTS.

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acquiring trustworthy information. It in-
cludes many interesting Notes and original
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Far East generally. Recently a new de-
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the scope of the Review in this direction,
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useful.

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"This number contains several articles
of interest and value."—Yokohama Herald.
"The China Review for September-October
fully maintains the high standard of
excellence which characterizes this pub-
lication, and altogether forms a very
interesting and readable number. Me-
talogists will find an interesting and
valuable contribution by Dr. Fritzsche,
on 'The Amount of Precipitation (Rain
and Snow) of Peking,' showing the re-
sults of observations made at the Imperial
Russian Observatory at Peking, from 1841 to
1889."—Notes on the Dutch Occupation
of Formosa, by Mr. Geo. Phillips, contains
some interesting information, although
much of it is second-hand. The Notices
New Books include a most generous and
appreciative review of "The Divine Classic
of Nan-Hui," and the Notes and Queries
are as usual very interesting."—North-China
Daily News.

"A substantial and reliable Review which
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The November-December number of
the China Review contains less variety than
usual, but the few articles are very interest-
ing. The opening paper by Mr. Herbert
A. Giles on "The New Testament in Chi-
nese" treats of a question that must neces-
sarily be of great importance in the eyes
of all missionaries. . . . Mr. E. H.
Parker, "Short Journeys in Szechuen"
are continued, and a greatly instalment of
these travels in the interior of China is
given. Mr. F. H. Balfour contributes a
paper of some length entitled "The Em-
peror Cheng, founder of the Chinese Em-
pire," which will be read with genuine
interest by students of Chinese history.
A few short notices of New Books and
number of Notes and Queries, which
"On Chinese Oaths in Western Borneo
and Java" might appropriately have been
placed under a separate heading, complete
the number."—H.K. Daily Press.

Traders' Journal contains the
following notice of the China Review:
"The present publication, judged by its
number now before us, is intended to
occupy a position, as regards China and the
neighbouring countries, some what similar
to that which has been filled in India by the
"Chinese Review." The great degree of at-
tention that has been bestowed of late years
upon the investigation of Chinese literature,
antiquities, and social developments, has led to
the accumulation of important stores of infor-
mation, rendering some such channel of pub-
licity as is now provided extremely desir-
able; and contributions of much interest
may fairly be looked for from the members
of the foreign consular services, the Chinese
Customs corps, and the missionary body,
among whom a high degree of Chinese
scholarship is now assiduously cultivated,
and who are soverely represented in the first
number of the Review by papers highly
creditable to their respective authors.
Some translations from Chinese novels and
plays are marked by both accuracy and fresh-
ness of style; and an account of the career of
century, Su Tung-p'o, by Mr. E. G. Boveris,
is not only historically valuable, but is also
distinguished by its literary grace. Doctri-
nes of new books relating to China and
the East, which will be a useful feature of
the Review, if carried out with punctuality
and detail, we are glad to welcome. The
"Notes" and "Queries" are destined to
take a place in its pages also. It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the life of its prede-
cessor in the field, and that the China Review
may receive the support necessary to insure
its continuance."

Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore, and those in the body of the
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to P. and O. Co.'s Wharf.
6. From P. and O. Co.'s Wharf to the Naval Yard.

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1. From Naval Yard to Blue Buildings.
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